

NAM Motorbridge

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MotorBridge

What is a Motor Bridge Request?

A Motor Bridge Request occurs when a customer wants to get their cargo to an inland destination more quickly than having it railed. APL can arrange for a trucker at the customer's expense to move the container to the destination. Some customers have a negotiated a specific motorbridge rate in their contract, otherwise there are additional charges added to the BL for this services (above and beyond the OCF and accessorials). Port Logistics must APPROVE a Motorbridge prior to any system updates. All Motorbridge requests are sent to SVW EBRATE as a Request pending approval from Port Logistics. There are many factors that go into determining if a Motor Bridge Request can be approved such as the location of the cargo, the weight of the cargo and if there is a rate available.

For Store Door Delivery it is best to advise the customer to have all of their collect charges paid and it is better to do CAD Customs clearance. This will help to avoid delays.

Motorbridge Flip

What is a "Flip"?

If the destination is a store door delivery, the container *may* need to be "flipped" from a flatbed, stepdeck or lowboy to an APL chassis. An additional Motorbridge Containers Flip Charge will apply. Flip locations and charges are located on the Flip Matrix.

Where can I find the matrix of flip locations?

Please find the most current Flip lists in **Outlook**, under **Public Folders, General Public Folders, #Forms General**. Here you will find the list of CY Hubs, Flip Capacities, Flip Locations, Flip Address, Flip Charge, Empty Return Location and any additional Comments. At times you will receive an updated list in email from Logistics, it is important to ensure that you are using the most current/updated list.

Motor Bridge Request Forms

There are three types of Internal Motor Bridge Request Forms, all of which can be located in Outlook Bulletin Boards: Public Folders/All Public Folders/General Public/#Forms: General

Standard Motorbridge Request Form

Over-dimensional Motorbridge Request Form

Reefer Motorbridge Request Form

Motorbridge Weight Limits

Weight limits below are for TPAC, TATL & LTAM shipments

Standard Equipment:

20's - If cargo is greater than 26,000 LBS but less than 38,000 LBS container will be center loaded on trucker's equipment, it cannot deliver to customer's door.

20's - If cargo is less than or equal to 26,000 LBS container can be loaded flush to rear, door delivery is okay. 32,000 LBS gross max

40's - If cargo is greater than 32,000 LBS but less than 38,000 LBS container will be center loaded on trucker's equipment, it cannot deliver to customer's door. 46,000 LBS gross max.

40' - If cargo is less than or equal to 32,000 LBS container can be loaded flush to rear, door deliver is okay.

40' HC - If cargo is less than or equal to 21, 000 LBS container can be loaded flush to rear or center loaded; door delivery is okay if delivery site can accept step deck trailers. 30,000 LBS gross.

Refrigerated Shipments:

Must look at the origin region, the transit region, and the destination region of the motor. The lowest limit of all the regions the motor will pass thru is what must be used.

SEA - 31,000 lbs, OAK - 31,500 lbs, SPQ - 31,500 lbs

ETN Region - 41,500 lbs, STN Region - 41,500 lbs

Motor Bridge Process: Transpacific

- Use this procedure to process a motorbridge request for cargo originated from Asia/Middle East coming to West or East Coast.
- For information related to Flip Locations and Empty Equipment Termination Locations, please refer to the Motorbridge Flip Matrix in the Forms: General email bulletin board.

Before initiating a Motorbridge Request You Must Confirm the following:

1. The first step in the motorbridge request process is confirming the location of the cargo. If the container(s) has already loaded to a train or is currently moving on the rail, then the request should be declined.
2. Next check the weight of the cargo. If the cargo is not within legal weight limitations, advise the customer we are unable to perform a motorbridge move due to cargo being overweight. (See Motorbridge Weight Limits at the end of this section)
1. Check the rate. The customer must have a rate to the destination that they are requesting to motorbridge the container to (either in a service contract or tariff). For example, if they are requesting to motorbridge the container to a store door location and only have a rate to the CY location we cannot do the motorbridge to the store door point. We could only take it to the CY. The exceptions to this would be Group B points & NY Commercial Free Zones.
 - a. Group B Points- AP1 Rule 67, allows us to covert a non Store Door rate to a store door rate by adding an additional charge (generally \$100) to a BL. Please refer to AP1 for the complete rule and listing of Group B points and rates.

APPLICABLE FOR TRANSPACIFIC EASTBOUND ONLY:
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I0 FOR ALL POINTS ABOVE, AND FOR ANY OTHER POINTS SPECIFICALLY DESIGNATED AS STORE DOOR DELIVERY IN AN INDIVIDUAL TARRIF RATE ITEM OR SERVICE CONTRACT RATE ITEM, STORE DOOR DELIVERY WILL BE PROVIDED. ALL CARGO MOVING TO GROUP B POINTS WILL BE SUBJECT TO AN ADDITIONAL CHARGE OF US\$100 PER CONTAINER.

(I0) EFFECTIVE 31 MAY 2002
(FILE DATE: 01 MAY 2002)

b. NY Commercial Free Zone - Similar to Group B points AP1 Rule 1 allows us to set up delivery to a specific point in NY where the customer may not have a specified rate. The additional charge is \$350 per 40' STD. Please refer to AP1 Rule 1 for the complete rule as well as a listing of cities that this rule may be applied for.

Note: Both the Group B and the NY Commercial Free Zone are very rare occurrences.

SECTION: P00 - P00. POINTS IN THE NEW YORK/NEW JERSEY COMMERCIAL ZONE
(APPLIES ONLY TO TRANSPACIFIC EASTBOUND SHIPMENTS)

FOR CARGO MOVING UNDER TARIFF RATES GOVERNED BY THIS TARIFF
(APPLIES TO TRANSPACIFIC EASTBOUND TRADE ONLY)

A0 THE APPLICABLE RATE FOR ALL CARGO MOVING TO POINTS LOCATED WITHIN THE COMMERCIAL ZONES OF NEW YORK/OR NEW JERSEY, WILL BE THE APPLICABLE EAST COAST RATE FOR THE SPECIFIC ITEM (SEE NOTE BELOW), PLUS US\$350 PER 40' X 8'6" (WITH OTHER SIZES PER USUAL FORMULA). IF A THROUGH RATE TO THESE POINT IS STATED IN ANY RATE TARIFF GOVERNED BY THIS TARIFF, THE THROUGH RATE WILL APPLY.

(A0) EFFECTIVE 15 MAY 2005
(FILE DATE: 15 APRIL 2005 IN R010;T00)

NOTE:
FOR THE PURPOSE OF THIS RULE, THE TERM "APPLICABLE EAST COAST RATE" WILL REFER TO THE APPLICABLE RATE TO NEW YORK.

THE FOLLOWING POINTS ARE CONSIDERED ARE WITHIN THE NEW YORK/NEW JERSEY COMMERCIAL ZONES:

1. POINTS IN NEW JERSEY

c.

· Service Contract: If the customer has a service contract they must have a rate to the destination in their contract that they are

requesting to motorbridge the container to. If the customer has a motor rate already in the service contract, then the motor rate will be applied to the BL. If they do not have a motor rate in their contract, then they will be charged existing ocean freight for the through move in addition to the mileage rate from the waterport to the destination for the motorbridge. Again, they will have to pay for the through move plus the additional motor charges from the waterport to the destination.

- **Tariff Rates:** If the customer has a tariff rate they must have a rate to the destination that they are requesting to motorbridge the container to. If there is an existing motorbridge rate in the tariff, then the motor rate will be applied to the BL. If there is not a motor rate in the tariff, then they will be charged existing ocean freight for the through move in addition to the mileage rate (R058 AP1) from the waterport to the destination for the motorbridge. Again, they will have to pay for the through move plus the additional motor charges from the waterport to the destination.

- **Estimated Motorbridge Drive Times:** On the average a single driver can drive 8hrs/per day and a team can drive 12hrs/per day. Allow for a speed limit average of 60mph

- When the customer does not have a motor rate, use www.RandMcNally.com to find mileage from port to destination. To get the motorbridge rate per container, multiply the mileage times the applicable tariff motorbridge rate for total motorbridge charge. (R058 in Tariff for West & East Coast mileage rate) You must confirm with the customer if they will require a single or team driver, be sure to use the applicable rate for single driver versus team driver.

WATCHOUT: Motorbridge tariff rates are different for East Coast versus West Coast discharge. Always check the rate in the AP1 tariff R0058. Motorbridge rates are in addition to ocean freight charges; no refunds are issued for not using the rail method of transport. Therefore, it is important to confirm that the customer has a THR rate in their service contract.

4. If the destination is a store door delivery, you **MUST** verify there is a flip location at the applicable inland CY location (see attached matrix). To verify applicable inland flip location, contact

destination regional logistics. If there are CY flip capabilities, ensure the information is on the motorbridge request form. If there is no CY flip capability, confirm with the customer if they can accept delivery from a **flatbed, stepdeck, or lowboy**. If so, notate on the motorbridge request form. If not, advise customer we cannot perform the motorbridge move due to lack of flip capability and lack of APL chassis availability. Remember to check for the flip charges and include this on the form.

- Note: If a container needs to be flipped, we can calculate the motor mileage rate to the CY yard. Then from the CY yard the local SDD group can make arrangements to deliver based on the original OCF rate to the SDD location.

- If a container needs to be flipped, a Motorbridge Container Flip Charge (SHD) will apply.

5. Is this shipment CAD or IT?

- If shipment is CAD, you should do the following:

- Confirm with the customer that shipment will remain as CAD. Cargo clearing at discharge can move directly to the customer's door for inland store door motorbridge delivery provided they can take delivery on a flatbed. If customer insists on moving a motorbridge container on an IT, the container **MUST** go to the inland IT clearance location before being delivered to the store door location. If the inland IT clearance point has flip capabilities, the container will be flipped to a local chassis at the inland IT clearance point and the local transportation group will arrange for store door delivery once the cargo is customs cleared. If customer cannot take delivery on a flatbed, the container **MUST** go to the CY location with flip capabilities at the inland point and be flipped to a chassis. Local transportation will then perform the store door delivery.

6. Is the Cargo Hazardous? If so, there will be a \$500 per container charge added onto the bill of lading. See rule 10.N00 Hazardous Surcharge.

7. Complete ALL PORTIONS of the motorbridge request form. You **MUST** ensure all information is complete and accurate **BEFORE** sending the request form to the port.

- The Motorbridge Request Form can be found in outlook under the Bulletin Boards / Public Folders: Forms: General.

****All fields on the form must be completed prior to submission of request.****

- When there are multiple BL's and/or containers involved submit only 1 request form. On the form, you can indicate if there is a split required or if all the containers are being motorbridged. Please ensure you inform the customer that for each split BL there is a US\$10 DOC FEE.

- Send the completed form to SVW EBRATE email box ONLY. If there are changes to the CAD or IT Request, then you include Customs Compliance to the distribution.

Canada Motorbridge Requests:

APL does not offer Motorbridge service to points in Canada; therefore all requests should be declined.

However, if a customer becomes insistent please check with the Canada Regional Logistics coordinator, rarely they will make an exception. Please contact the appropriate regional logistics box, MON Diversion or VAN Diversion.

Flatbed



StepDeck



Lowboy



Motorbridge Requests for Hazardous Shipments

Hazardous Surcharge

AP1 R010.N00 (please check tariff for current verbiage)

7. THE FOLLOWING CHARGE IS APPLICABLE FOR TRANSPACIFIC
EASTBOUND ONLY.

2. MOVING UNDER MOTOR CARRIER SERVICE FROM A U.S DISCHARGE
PORT TO AN INLAND DESTINATIONS IN GROUP 1,2 & 3 POINTS,
AT US\$500 PER CONTAINER (ANY SIZE) FOR EACH MOTOR BRIDGE
MOVE

THE CHARGE WILL BE SHOWN ON THE BILL OF LADING AND WILL BE
PAID BY THE CARGO INTEREST BEFORE RELEASE OF CONTAINER TO
THE CONSIGNEE.

FOR THE PURPOSES OF THIS CHARGE, HAZARDOUS MATERIALS WILL
MEAN ALL COMMODITIES USING AN STCC CODE SET FORTH IN
CHAPTER 48 OR 49 OF THE STANDARD TRANSPORTATION COMMODITY CODE.

FOR TPAC EB only, if container is hazardous and moving to one
of the group codes above, a \$500 surcharge PER container will
apply in addition to the Motorbridge charges.

Motorbridge Rates 101

In addition to basic rate knowledge and applicability, you will need to understand how to determine charges, add charges and remove other charges due to the Motor Request. In this section we will cover Motorbridge rates at a high level.

Exceptions will be covered in the Exception Section at the end of this manual

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Point to Point

The additional Motorbridge charges are charges added above and beyond the OCF charges originally assessed on the BL. The additional Motorbridge charges are the difference between their all in OCF rate and the cost of moving the shipment All Motor to an inland point. In other words the Motorbridge move is more costly than the charges that we are adding on to the BL, but these charges in addition to the rail charges that have already been assessed in the OCF cover the costs of the Motorbridge. Keep in mind that APL's first choice of service is RAIL; therefore all rates that require an inland move are built under the assumption that the shipment will move via Rail. We would not ever reduce the OCF charges to add the additional Motorbridge charge or APL would lose revenue.

Therefore, in order for a Motorbridge to be processed the customer must first have a rate in place to support the move to the Inland point before the Motorbridge Request can be processed or the additional Motorbridge rates can be added. If the BL is rated correctly this rate should already be in place on the BL. If a customer is requesting a Motorbridge move to a point other than what is listed on their BL the customer would need to complete both a Diversion Request and a Motorbridge Request.

Service Contracts

You will need to check the BL to determine whether a Service Contract was applied. If so you will need to check the Service Contract to determine if there is an allowance for Motorbridge shipments. There are two ways that a service contract can allow for a Motorbridge; the first is an all-in rate for the Motorbridge, where you will be rating the OCF on the BL. The second is an “add on” charge for a Motorbridge; where you will be adding a charge in addition to the existing OCF.

Mileage Rates

If the Service Contract doesn't provide specific rates or if the customer does not have a Service Contract we can apply the Motorbridge rates using the Mileage rate found in AP1 R058. This is of course dependent on an existing rail rate being in place to the final destination. These rates are applied on a per mile basis. There are also different rates for Single Driver or Team Drivers and with the use of APL's chassis or no APL chassis. Please also note that there are specific sections for WC discharge and EC discharge. Please refer to the tariff for the most current rule and all its applicable footnotes.

Single or Team Driver

When applying Mileage rates it is important to identify if a Single or Team Driver is being requested. There are different rates depending on whether it will be Single or Team Driver.

Rand McNally

When applying Mileage rates, Rand McNally will be used to determine the actual mileage of the Motor Move; these miles are used in conjunction with the Mileage rate obtained in AP1 R058. You can also use the www.Mapquest.com to get an estimated mileage.

Flip Charges

Flip charges are applicable for “flipping” a container from a Flatbed, Stepdeck or Lowboy to a chassis. Please refer to the Flip matrix in Outlook for specific Flip locations and charges. As a reminder, you will at times receive an updated matrix from

Logistics, it is important to ensure that you are using the most current matrix.

CDR

This charge is the Alameda Corridor charge (AP1 R010.M00) and is specific to rail moves; therefore CDR should be removed from any BL that is being changed to a Motorbridge.

RHZ

This charge is the Rail Hazardous charge and is specific to rail moves. Therefore RHZ should be removed from any BL that is being changed to a Motorbridge. This rule can be found in AP1 R010.N00.

Hazardous Surcharge

AP1 R010.N00, states that a Hazardous surcharge of \$500 applies per container from Hazardous Motorbridge moves for Transpacific EB Motorbridge moves with group points 1, 2 & 3. Please refer to the tariff for the most current rule and all its applicable footnotes.

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(2) MOVING UNDER MOTOR CARRIER SERVICE FROM A U.S DISCHARGE  
PORT TO AN INLAND DESTINATIONS IN GROUP 1,2 & 3 POINTS,  
AT US$500 PER CONTAINER (ANY SIZE) FOR EACH MOTOR BRIDGE  
MOVE
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THE CHARGE WILL BE SHOWN ON THE BILL OF LADING AND WILL BE  
PAID BY THE CARGO INTEREST BEFORE RELEASE OF CONTAINER TO  
THE CONSIGNEE.
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Group Point Codes

At times, rates may be applicable (or not applicable) to certain Group Points, to determine group points please refer to AP1 R001.R00 for complete list of Groups and all applicable footnotes.

SECTION: R00 - R. CLASSIFICATION OF STATES FOR IPI GROUPING (R001 R00 SCOPE)

(APPLIES FOR TRANSPACIFIC EASTBOUND ONLY)

STATE	ABBREVIATION	GROUP
ALASKA	AK	1
ALABAMA	AL	2
ARIZONA	AZ	1
ARKANSAS	AR	2
CALIFORNIA	CA	4
COLORADO	CO	1
CONNECTICUT	CT	3
DELAWARE	DE	3
DISTRICT OF COLUMBIA	DC	3
FLORIDA	FL	3
GEORGIA	GA	3
IDAHO	ID	1
ILLINOIS	IL	1
INDIANA	IN	2
IOWA	IA	1
KANSAS	KS	1
KENTUCKY	KY	2
LOUISIANA	LA	1
MAINE	ME	3
MARYLAND	MD	3
MASSACHUSETTS	MA	3
MICHIGAN	MI	2
MINNESOTA	MN	1
MISSISSIPPI	MS	2
MISSOURI	MO	1
MONTANA	MT	1
NEBRASKA	NE	1
NEVADA	NV	1
NORTH CAROLINA	NC	3
NORTH DAKOTA	ND	1
NEW HAMPSHIRE	NH	3
NEW JERSEY	NJ	3

Interchangeable Points

Specific points are interchangeable per API's scope. What this means is that if we have a specific rate to one point and a customer has a shipment to another point, if these points are considered interchangeable the rate can be applicable for either point.

POR (CY/SDD):	XDP
TCM (PORT/CY/SDD):	XQT
OAK (PORT/CY/SDD):	OMO
SPQ (PORT/CY):	XPE, XGB, LAX (SDD), SPE (CY/SDD), LGB (SDD)
HOU (CY/SDD):	ULT
MIA (CY/SDD):	LAL, MM7, P6E, PW2, PEV
CHS (CY/SDD):	KCS, NC7, YNQ, NCH

ORF (SDD): PTS (CY), NFX, KFK, NFK
 KEA (CY/SDD): NYH, ME3, NYD, NR9/A6S, NYC (SDD should be coded BRK, BRX or MNH)
 KCK (CY): KCM (SDD)

SECTION: SOO -S. **INTERCHANGEABLE** USA IPI ORIGINS AND DESTINATIONS

(R001 SOO SCOPE)

THE FOLLOWING ORIGIN POINT PAIRS WILL BE INTERCHANGEABLE:

ORIGINS -----	GROUP CODE -----
KANSAS CITY, KS AND KANSAS CITY, MO -	KANCITY
MEMPHIS, TN AND WEST MEMPHIS, AR -	MEMPHIS - WHEM
MINNEAPOLIS, MN AND ST. PAUL, MN -	MINNEASTP
ST. LOUIS, MO AND EAST ST. LOUIS, IL -	STLOU - ESTL
TEXARKANA, TX AND TEXARKANA, AR -	TEXAR - TX

Rate Codes

ARD - Service Contracts only, use ARD when adding the additional charges for the Motorbridge.

OCF - If there is no allowance in the Service Contract, use OCF when adding the additional charges for the Motorbridge. Note that you will need to enter an additional line of OCF for each container that is being Motorbridged. Example, if 5 containers are being Motorbridged you will need to add 5 lines of OCF (1500 miles at the current mileage rate per mile) plus the original line of OCF would give 6 lines of OCF on the BL.

DOC - Use this code for adding the DOC Fee to the original & Split BL when a split is performed.

SHD - Use this code for adding Flip Charges to the BL.